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[a45]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a196] THE MANAGER.

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[a1623]

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Hongkong, 12th February, 1909.

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## DEATH.

On the 14th inst., at his residence No. 7  
Chancery Lane, Hongkong, CHARLES CLARKE  
WHEELER, aged 20 years. Australian and  
Shanghai papers please copy. (24)HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 27TH 1909.

The telegraphic summary of the new Treaty made between Great Britain and Siam, which we published some days ago, admitted of the inference that British subjects now in Siam would not come under the jurisdiction of the Siamese Courts, but only those who register after the signature of the Treaty. The full text of the Treaty, which was signed at Bangkok on the 10th inst., is not to be published until it has been submitted to the Imperial Government, and Mr. RALPH FAGER, His Majesty's Charge d'Affaires in Siam, is now proceeding Home with the Treaty. The purpose of the Treaty so far as affects British extra-territorial jurisdiction in Siam, has, however, been communicated to the Bangkok Press by the General Adviser to the Siamese Government, and from this we learn that the distinction created between British subjects settled in the country before the signature of the Treaty and those who register in the future, will disappear when the Siamese Codes are completed. How soon that is expected to evenuate there is no indication in the published digest of the Treaty. Nor does it say whether the Treaty will come into force as soon as the ratifications are exchanged, or whether, as was the case when extra-territoriality was surrendered in Japan, its operation will be delayed for a few years. It was expressly

provided in the Anglo-Japanese Treaty of 1894 that the agreement should not take effect until at least five years after its signature, and it did not in fact come into operation until the year 1899. By that time the Japanese Legal Codes were in force, and the interval of five years had been well spent in improving the Judiciary generally. Though it can hardly be said that Siam is any better qualified to assume jurisdiction over foreigners than was Japan in 1894, the nature of the Treaty made with Siam precludes the expectation that it will contain any such provision as that indicated. For it looks very much as if extra-territorial privileges have been bartered for territory, and if that be so the contracting parties would desire to effect the exchange as quickly as possible. We gather, however, from a Bangkok contemporary that in official circles this view of the Treaty is strongly resented, and emphatically declared to be erroneous. But it widely prevails, nevertheless, among British residents in Siam, and there is naturally considerable irritation, but there are no indications at present of an organized protest. What the total British population is in Siam we have no statistics available to show, but in the five Consular districts of Bangkok, Chantabun, Saiburi and Puket, Chiangmai, and Nakaw Lampang, the total number of British subjects is nearly six thousand. Of these less than three hundred are whites. The rest are made up of Indians, Chinese, Malays, Cingalese, Burmese, Shans, Eurasians and Tongues. There are about 200 French citizens in Siam, but France has something like twenty thousand Asiatic subjects and protégés in the Kingdom. Germany has about the same number of white subjects as France, and America ranks next. Presumably the Siamese Government is negotiating with all the other Powers for the surrender of extra-territoriality, and naturally starts first with the Power whose influence in the country is greatest, though a beginning may be said to have been made ten years ago, for in the Treaty with Japan, negotiated in 1893, it was arranged that the jurisdiction of Japanese Consular officers over Japanese subjects in Siam should cease when the Codes are completed. In Siam, as was the case in Japan, the surrender of extra-territoriality is viewed with great misgiving by the great majority of British subjects, who contend that the present state of the nation's progress does not justify the step. The only word which the British Charge d'Affaires has yet permitted himself to say on the subject is to the effect that "a moment's consideration of the exceeding liberality of Siam in certain directions should suggest that British subjects would find their fears were groundless." We may fairly assume that the British Government which, it is well known, has had the subject under consideration for a very long time, is well assured that the interests of its subjects in Siam are not likely to suffer by coming under Siamese jurisdiction, with such safeguards as the Treaty provides; and unless the community is able to show conclusively that this confidence in the Siamese Government is woefully misjudged, the outcry against the surrender of extra-territoriality is no likely to carry much weight with the Home Government. It must be recognised that no Western community in an Asiatic country would complementarily submit to deprivation of the extra-territorial rights and privileges which it has long enjoyed and it is natural that such a change should be viewed with great misgiving. Many of our readers can recall the lugubrious predictions of foreign residents in Japan when the Powers surrendered their extra-territorial jurisdiction there, but the experience of the past eight years has justified the confidence of the Powers and it may be hoped that the results in the case of Siam will be no less satisfactory.

It is expected that Mr. Henry C. Ide, a former Governor-General of the Philippines, will be appointed American Minister to Spain.

Signor Brambilla, one of the Italian delegates attending the International Naval Conference, has been appointed Secretary to the Italian Legation at Peking.

Capt. K. H. M. Watson, R.G.A., Hongkong, is to relieve Capt. Badham Thornhill in command of the Hongkong-Singapore Company R.G.A. at Singapore.

Two lankons were convicted by Mr. J. B. Wood at the Magistracy yesterday of having assaulted a Chinese contractor as he was leaving the Ko Shing Theatre. They were each sentenced fourteen days' hard labour.

Exemplary sentences were imposed at the Magistracy yesterday on two natives, who were charged with assaulting a copper-smith and obstructing P. C. Taylor in the execution of his duty. One was committed to prison for twelve months' hard labour and ordered to be exposed in the stocks for three hours, the other being ordered to prison for six months and a like exposure in the stocks.

The Right Rev. C. H. Brent, D.D., Bishop of the Philippines will preach at the Military Parade Service in St. John's Cathedral at 8.30 to-morrow morning and also at the ordinary morning service at 11 a.m.

H. E. Viceroy Chang is to pay an official visit to the Canton-Kowloon railway (Chinese section) at Tai-Sha-tan on April 7th and will lay the foundation stone for the General Offices and Station buildings.

The Hon. Treasurer of the Alms Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donation to the funds of the Hospitals:—  
Mrs. W. Williams . . . . . \$10

The Straits Settlement Gazette announces that Captain James Williamson, who is well-known in Hongkong as having been for many years captain of the steamer *Tedemachus*, running between Hongkong and Saigon, has been granted a licence to act as a pilot at Singapore.

A Chinese correspondent writes to us with reference to the delay in filling up the vacancy on the Sanitary Board. "Although Mr. Lan Chin Pak has agreed to serve again," says the writer, "yet he has said that he is now very busy and will be absent very often; therefore whoever is to be his colleague on the Board must have ability to speak out clearly for us, and not allow bad laws to pass which will give us trouble."

## THE PHILIPPINE SQUADRON.

To-day the Third Pacific Squadron of the American Fleet bring their visit to a close. Yesterday good byes were said and this morning the cruisers will take their departure from our harbour.

Yesterday morning the baseball tournament was concluded with the final struggle between the teams from the *Charleston* and the *Cleveland*. Both teams had a win to their credit, but the *Charleston* won rather easily by seven runs to none, their pitcher giving the *Cleveland* men no scope at all. The cup was presented to the winning team in the course of the afternoon.

In the afternoon Rear-Admiral Harber and his officers held a reception on the flagship *Charleston*. There was a large number of visitors, and they found the Admiral and his officers agreeable hosts. The Admiral's Filipino Band discoursed pleasing selections, and opportunities for dancing on the main deck were embraced by not a few, while others found a tour of the cruiser extremely interesting. Refreshments were served, and a delightful afternoon was spent on board.

## SERIOUS CHARGE AGAINST A POSTAL EMPLOYEE.

The hearing of the charges against William Nuttall, a Post Office employee, for fraudulently removing postage stamps from parcels in the Hongkong General Post Office on the 19th inst., was resumed at the Magistracy yesterday before Mr. Kemp. Mr. Bowley, Crown Solicitor, presented and Mr. P. Goldring defended. Mr. Martin, superintendent of the registration department, was recalled. He stated in reply to questions by Mr. Goldring that on a day like that on which the offence was alleged to have been committed the Post Office staff was extremely busy. They had as much as they could do to get the work done in time. On the day the safe was discovered opened, there was a full staff working in the department and all would have access to the room in which the safe for the Australian mails was kept. There were more than six insufficiently stamped parcels in the safe.

## THE NEW HARBOUR AND DOCKS AT MIKE.

We have received from the Mitsui Bussan Kaisha copy of a booklet issued by the Mitsui Mining Company containing information concerning the new Mike Harbour and Mitsui Docks in Japan. The construction of the Mike Harbour and Mitsui Docks is a private undertaking of the Mitsui Mining Company, one of the three principal branches of the house of Mitsui. The chief project of the harbour and docks is to facilitate the export of coal from the Mike mines, but in addition to this, necessary equipment and accommodation for the handling of general cargo has also been laid down. The Harbour will shortly be connected by a railway of two miles to Onomura station, which is almost the centre of the Kinshu Railway system, and thus the harbour has every promise of becoming one of the greatest distributing centres of Japan.

Detailed information of the Mike Harbour and Mitsui Docks is given in the booklet. The Mike coal mines comprise an area of 16,000 acres or roughly 25 square miles, and a bulk of more than 1,400,000 tons of best Japan coal is mined at present under the most modern systems. Mike coal is well known in the Far East as a standard coal, on account of its high calorific power, and we are informed that all important steamship lines have contracted for this coal for bunkering their steamers in Asiatic waters.

## LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Liana* left Shanghai on the 25th inst. and is due here on the 28th inst. The Ben Lira str. *Bendler* from Middlebrook, Antwerp and London, left Singapore on the 26th inst. for this port. The E. & A. str. *Eastern* from Sydney &c., left Port Darwin on the 25th inst. morning for Manila and this port. The P.M. str. *China* arrived at San Francisco on the 23rd inst.

## TELEGRAMS.

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[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## POLITICAL SENSATION IN GERMANY.

LONDON, March 26th.  
The internal situation at Berlin has suddenly become the sensation of the hour owing to the breaking up of Prince Bulow's bloc over the proposed financial reforms.

There is talk of Count Wadel replacing Prince Bulow as Chancellor.

## RUSSIAN COMPENSATION TO A JAPANESE COMPANY.

LONDON, March 26th.  
The Supreme Prize Court at St. Petersburg has decided that the Japanese Teschio Company [Hokkaido Tanko Tetsuda Kaisha] is entitled to compensation not exceeding 39,000 roubles in connection with the sinking of the steamer "Tetartos" in 1905.

## THE BALKAN SITUATION.

LONDON, March 26th.  
In Vienna a more optimistic tone prevails as the result of the renunciation of the succession by the Crown Prince of Serbia, and Russia's unconditional assent to the annexation of Bosnia and Herzegovina.

## THE FRENCH NAVY.

## ITS MISMANAGEMENT DEBATED.

LONDON, March 26th.  
The French Chamber has debated the mismanagement of the Navy. While a vote of confidence was passed the Government agreed to the appointment of a Committee of Inquiry before granting credits.

[FROM THE "CHUNG NGOI SAN PO"]

## PROHIBITION OF OPIUM SMOKING.

## SEVERE MEASURES ENUNCIATED

## PEKING, March 26th.

The Peking Government have proposed that in the third year of Hsuen Tsung the smoking of opium within the Empire shall be completely prohibited, and on the first moon of the fourth year people who are found dealing in opium shall be dealt with under laws similar to those prohibiting the smuggling of arms and ammunition.

[This means decapitation or imprisonment for life. Ed.]

## CHINA AND FOREIGN LOANS.

## PEKING, March 26th.

With regard to the foreign loan for the Canton-Hankow Railway, it is stated that the British Government do not insist upon China purchasing material from Great Britain but insist upon the appointment of a British chief engineer. The Grand Secretary Chang Chik Tung opposes this. The Germans are said to have agreed to all the conditions laid down by China for the Tientsin and Ching-Kong Po Railway, and it is believed that the contract will soon be signed.

## EXPLOSION ON A RIVER STEAMER.

## SHANGHAI, March 26th.

An explosion took place on the river steamer "Lee Hon" on Thursday at Hankow. The vessel sank and forty persons perished.

The series of dances enjoyed during the season at Kowloon Dock were brought to a close last night with a successful "late night."

## LOCAL SPORT.

To-day's engagements are:—

LEAGUE CRICKET.  
H.K. "B" v. Civil Service.  
H.K. "A" v. R.E.  
Craigengower v. Police.

LEAGUE FOOTBALL.  
B.O.C. v. Buffs.  
Lusitano v. R.G.A.  
Y.M.C.A. v. R.M.C.  
Naval Yard v. R.E.

## LEAGUE CRICKET.

## HONGKONG "A" TEAM V. R.E.

The following have been selected to represent the "A" team in this match this afternoon, at Happy Valley, commencing at 2.15 p.m.—H. R. Makin, E. A. Fowler, E. C. Oliver, R. N. A. P. Dashwood, Flag-Lt. H. B. Mullenoux, R. N. J. Hall, Lt. D. K. Anderson (The Buffs) Rev. H. W. Munnell, R. W. Waythorn, Rev. H. R. Wells and A. N. Other.

## HONGKONG "B" TEAM V. CIVIL SERVICE.

This is the most interesting match of the day. It will be played on the Club's ground, commencing at 2.15 p.m. The "B" team will consist of H. Hancock, T. E. Pearce, Comdr. F. O. Lewis, R. N., Comdr. F. H. Walter, R. N., Capt. H. C. Baird (The Buffs) S. Moore, W. E. L. Shenton, A. O. Lang, H. D. Sharpin, Capt. J. A. Murray, A. O. D. and another.

## CRAIGENGOWER V. H.K. POLICE.

This League match will take place this afternoon, commencing at 2.15 p.m. on the ground of the former Club. Craigengower team—G. A. Hancock (apt.), A. O. Brown, H. L. Manderson, W. H. Vireash, R. Pestonji, A. Osman, J. D. Norris, S. B. Battiwara, L. A. Rose, P. Currie and M. E. Aeger.

## LEAGUE TABLE.

The following is the League table up to date:—

Club	Played	Won	Lost	Drawn	Points	Per cent.
H.K. "B"	12	11	1	0	10	83.33
Civil Service	14	11	1	2	10	83.33
Hongkong "A"	12	6	2	4	4	50.00
Telegraphs	14	2	4	2	4	33.33
Craigengower	14	3	6	5	3	33.33
R.E. Artillery	12	3	7	2	4	40.00
Kowloon	12	2	9	1	7	63.63
Hongkong Police	13	2	9	2	7	63.63
Royal Engineers	11	1	2	7	7	77.77
N.B.—A win counts 1 point.						
A loss					0	
A draw					0	

## LEAGUE FOOTBALL.

Now that the other football competitions are concluded more time will be found for the closing stages of the League competition. While the Buffs may anticipate with tolerable certainty winning the *Daily Press* cup, it is not so certain who will be the runners up. The R. E. is the only team in the league to have drawn with the Buffs and a good struggle should take place between them and the R.G.A. for secondary honours.

## BUFFS V. B.O.C.

This match will be played at Causeway Bay. The teams will doubtless be the same as before. Sapper Heigh will referee. Kick off, 3 p.m.

## R.G.A. V. LUSITANO.

This will also be played at Causeway Bay, following the other match. Sergt. Walsh will referee. Kick off, 4.30 p.m.

## Y.M.C.A. V. P.A.M.C.

This fixture is limited for 2.40 this afternoon on the Military Ground at the Happy Valley. The "saints" will have the assistance of Atkins; Vireash, Van Ginkel, Hunter, Wharton, Hayne; Weaver, Wilson; Kelly; Hertalet, Bishop.

## NAVAL YARD V. R.E.

This should be the most interesting match of the day. Both teams have a capacity for springing surprises. The game starts at 2.45 on the Naval Ground. Yard team: Bacon; Wilks and Harding; Dunley, Pascoe and Henning; Crowley and Carter; Watkins; Gillespie and Rendell.

## LUSITANO RECREATION CLUB.

The final of the eleven-a-side football competition for medals presented by the Portuguese Consul, Mr. J. J. Leiria, will be played off this afternoon at 5 p.m. at Causeway Bay.

## "B" TEAM—R. C. SILVA, E. M. OZORIO, F. L. ROSA, J. A. BARRADA, J. O. REMEDIOS, C. M. C. V. BILALDO, P. M. REMEDIOS, F. F. ANTONIO, C. A. RODRIGUES, C. M. S. ALVES, and J. F. V. RIBEIRO.

## "F" TEAM—L. G. CORDEIRO, R. A. CARVALHO, A. H. HYNDMAN, P. A. YRANOVICH, A. A. CARVALHO, A. G. ROCHA, J. B. GUTIERREZ, J. M. E. PEREIRA, F. J. BARRETO, M. LEITAO, and F. F. SILVA.

Mr. and Mrs. Leiria as well as the Officers of the various Portuguese men-of-war at present in port are expected to be present.

## ARMY V. CIVILIANS.

This match takes place on Saturday next on behalf of the funds of the League. The teams are: Army—Beasley (R.G.A.); Bartlett (Buffs) and Coxon (R.E.); Waters (R.A.), Walton (A.S.C.) and Dero (Buffs); Barker (Buffs) and Drew (Buffs); Watts (R.A.); Taylor and Brewster (Buffs). Reserves—Meaney (R.E.), Sgt. Kelly (Buffs), McCrone (R.E.), Ruler (Buffs). Civilians—Kew; Hamilton and Mc ubbin, (captain); Glover, Barlow, and Gregory; Williams and Weston; Brown; Coyne and Mead. Referee, Corpl. Edwards.

## INTERPORT CRICKET AND FOOTBALL.

The call for volunteers to uphold the sporting honour of Hongkong has resulted in twelve names being placed on the notice board at the Hongkong Cricket Club to date. The call was made in answer to an invitation from Swatow to send local cricketers and footballers to that port to try conclusions with residents during the Easter holidays. The selected team will leave Hongkong on April 8th, and return on Tuesday, 15th inst.

## THE TENNIS TOURNAMENT.

The following are the results in the Hongkong Cricket Club's Tennis Tournament to date:—

EVENT "A" CHAMPIONSHIP. Best of five sets throughout.  
First Round: H. Hancock beat Dr. G. E. Auby, 7-3, 6-0; 7-5. Lieut. E. G. Byrne, 105th Mahrattas beat Lieut. T. A. Whyte, R. A. 6-2; 4-6; 7-5; 5-7; 7-5. P. H. Klimanek beat M. R. Harris, 6-4; 7-5; 6-8; 6-9. Lieut. J. C. Tovey, R.N., beat S. B. Green, 6-2; 6-4; 6-3. A. Humphreys beat Captain P. H. Collingwood, R.A.M.C., 6-2; 6-4; 6-1. Captain G. T. Brierley, R. A. beat Commander F. H. Walker, R.N., 6-2; 6-4; 2-6; 6-1.  
Second Round: H. Hancock beat Lieut. Byrne, 6-4; 6-1; 5-7; 6-1.

EVENT 1. PROFESSIONAL PAIRS. Best of five sets in final only.

First Round: Dr. J. M. Atkinson and H. R. Phelps, Civil Service, beat R. J. Dirbeck and R. E. O. Bird, Scholastic, 6-3; 6-0. Commander F. H. Walter and Commander F. O. Lewis, R.N., beat J. A. Jupp and D. E. Clark, merchants, 6-3; 7-5. Captain G. T. Brierley and Lieut. T. A. Whyte, R.G.A., had a walk over from R. B. Baillie and F. O. Day, Telegraphs.

Second Round: H. R. Makin and C. C. Hickling, Shipping, beat J. R. Wood and G. A. Woodcock, Civil Service, 6-4; 6-3.

## EVENT "B1" SINGLES HANDICAP (A Class). Best of five sets in final only.

First Round: C. A. Carr owes 30/4, beat Lieut. C. R. Satterthwaite, owes 15/5; 7-5; 6-3. Lieut. E. G. Byrne owes 15/5, beat Lieut. R. P. Wedd, receives 1/6, 6-4; 6-3. Dr. G. E. Auby, 15/5, owes beat Captain H. Baird, owes 15/1, 6-4; 6-4. H. Hancock, owes 30/2, beat R. B. Baillie, owes 5/6, 6-4; 9-7. S. E. Green owes 2/6, beat Commander F. H. Walker, owes 15/3, 8-6; 6-3. R. E. Turner, scratch, beat H. W. Slade, owes 5/6, 8-6; 6-2. Dr. F. Grone, owes 5/6, beat C. E. H. Boaris, owes 15, 6-4; 6-3. Dr. Atkinson, owes 1/6, beat R. O. Hutchison, receives 1/6, 7-5; 6-1. T. E. Pearce, owes 3/6, beat W. F. Brower, owes 5/6, 6-3; 6-1. Captain G. T. Brierley, owes 15/3, beat Captain P. H. Collingwood, owes 15/1, 6-1; 6-3. M. R. Harris, owes 15/3, beat P. H. Klimanek, owes 15/5, 6-4; 6-6; 6-1.

## EVENT "B2" SINGLES HANDICAP (B Class). Best of five sets in final only.

First Round: Captain G. E. Garnott, owes 30, beat B. E. Bayer, owes 5/6, 6-3; 4-6; 6-4. E. E. H. Oliver, owes 2/6, beat F. T. Giltshepe, owes 5/6, 6-1; 6-0. F. O. Davies, owes 2/6, beat E. A. Gray, owes 3/6, 3-6; 6-1; 6-2. G. N. Orme, owes 4/6, beat E. C. Oliver, scratch, 7-5; 8-6. E. C. Hagen, owes 5/6, beat W. King, owes 30, 6-3; 6-2. C. C. Hickling, owes 30, beat W. Pitteraigh, receives 15, 6-0; 7-5.

## EVENT "C1" DOUBLES HANDICAP. Best of five sets in final only.

First round: R. O. Hutchison and T. H. King, receive 3/6, beat Dr. F. Grone and H. Hancock, owe 15/4, 8-6; 6-2. Dr. Atkinson and Mr. Harris, owe 15/1, beat E. Orniston and H. R. Phelps, owe 5/6, 6-3; 2-6; 6-1. J. R. Wood and E. E. O. Bird, scratch, beat Captain P. H. Collingwood and W. A. Dowley, scratch, 6-3; 8-6.

## Second Round: J. A. Jupp and D. E. Clark beat Commander F. H. Walker and R. S. Young 6-2; 6-3.

## EVENT "C2" DOUBLES HANDICAP. Best of five sets in final only.

First round: Lieutenants H. S. Thompson and H. G. Bagnall, owe 4/6, beat A. Temperley and L. F. Campbell, owe 3/6, 6-0; 7-5. C. B. Franklin and W. E. Warburton, owe 3/6, beat H. M. Bain and F. Hicks, receive 2/6, 6-2; 1-6; 6-0. W. King and W. H. Purcell, owe 5/6, beat Captain B. A. Craig and Lieut. H. M. Porty, owe 15/4, 6-4; 6-3. Lieutenants D. K. Anderson and B. P. Wedd, owe 4/6, beat F. Bevington and R. D. Atkinson, owe 3/6; 6-1; 6-1.

## THE KAISER'S HEIR.

## CROWN PRINCE AN ADMIRABLE CRICKETER.

Evidence is constantly accumulating, says a Berlin correspondent that the German Crown Prince, contrary to earlier expectations, has inherited very much of his father's versatility. The boyish-natured slender young man promises to outlive the Kaiser in the versatility which has made the latter the most picturesque of monarchs.

A widespread movement is afoot in the Fatherland to interest young men in outdoor sports to the extent prevailing in England and America. The Crown Prince has put himself at the head of this crusade. He has just organised an indoor skating club in Berlin. He has erected a covered tennis-court at Monbijou Palace, where he plays for several hours a day during the cold months. He and his wife find time during the winter to take part in fencing classes, and have induced hundreds to follow their vigorous example.

In spring and summer the Crown Prince is an untiring patron of sport. He rows and sails well, is a dashing and clever horseman, goes to football matches, and never misses a regatta or athletic exhibition if he thinks his attendance will encourage popular interest in athletics generally.

At the Prussian Home Office, the Finance Ministry, and latterly at the Admiralty the Prince has proved an earnest and apt pupil and as conscientious in his duties as the most ambitious Civil Servant. When his studies at the Admiralty are ended he will be initiated into the mysteries of other great Government departments. A few weeks ago the Crown Prince spent a day at the Alexander-Platz, Berlin's second-hand yard, inquiring keenly into police and detective methods. He has also found time to attend lectures on mechanics and engineering at Charlottenburg. Aeronomics also interest him keenly. He has been up in the air many times, and has looked over the "Zeplins" a number of times at Friedrichshafen.



## COMPANY REPORT.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The Report for presentation to the shareholders at the thirty-sixth ordinary meeting is as follows:—

The Board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Society on the 31st December 1908 and a statement of accounts to the same date.

1907 Account.—After payment of the interim dividend of \$30 per share and the bonus of 20 per cent to contributors passed at the last annual meeting there remains a balance of \$680,126.17 as per annexed statement.

The Board recommends that this sum be appropriated as follows:—  
A final dividend to shareholders of \$17 per share on 11,400 shares... \$210,800.00  
To be carried forward to underwriting suspense account to close the account for the year 1907... 469,326.17

1908 Account.—The balance of Working account on the 31st December 1908 was \$2,464,901.61 as per annexed statement.

The Board recommends that an interim dividend of \$30 per share be paid to shareholders, absorbing \$372,000, and that a bonus of 20 per cent be paid to contributors, absorbing about \$250,000, and that the remainder be carried forward.

## DIRECTORS.

Since the last general meeting Mr. J. A. Plummer has resigned his seat and Mr. A. Forbes of Messrs. Bradley & Co. has joined the Board.

In accordance with clause 86 of the Articles of Association Mr. C. R. Lenzenmann and Mr. W. Helms retire, but offer themselves for re-election.

## AUDITORS.

Messrs. W. Hutton Potts and A. R. Lowe retire, but offer themselves for re-election.

E. ORMISTON, Chairman.

Hongkong, 24th March, 1909.

## BALANCE SHEET.

On the 31st December, 1908.

Dr.

To capital 12,400 shares of \$250 each... \$3,100,000	
To undivided profits... 1,240,000.00	
To reserve fund... 1,240,000.00	
To undivided bonus and dividend... 4,037,837.84	
To exchange fluctuation account... 192,248.98	
To investment fluctuation account... 103,156.47	
To working account 1907 balance... 680,126.17	
To working account 1908 balance... 2,464,901.61	
To reinsurance... 1,012,600.00	
To underwriting... 213,283.55	
To sundry creditors... 549,546.73	
To bills payable... 230,630.63	
To liability under cash certificates issued in part payment for China Traders shares... 150,452.73	
	\$11,088,619.07

Cr.

By cash on current account at Hongkong... \$53,764.43	
By cash on deposit with banks in Hongkong, Shanghai, Yokohama, Kobe and Singapore... 827,677.15	
By amount invested in mortgages, debentures and other securities in Hongkong, Shanghai, Yokohama and London, viz:—	
By deposits in banks... \$72,000.00	
By investments... 272,031.70	
	\$344,031.70
By amount invested in Austria... \$1,250.00	
	14,414.43
By amount at debit of branches and agencies... 1,097,725.13	
By sundry debtors... 204,330.11	
By office leases... 50,503.17	
By bills receivable... 18,217.11	
By 23,018 shares in the China Traders Insurance Company, Limited, at \$90 per share... 2,071,620.00	
	\$11,088,642.07

## WORKING ACCOUNT, 1907.

On 31st December, 1908.

To net premium... \$4,319,037.03	
To interest... 468,759.64	
	\$4,787,796.65
By agency commissions... \$ 132,779.11	
By head office, branches and agency charges... 508,864.25	
By remuneration to Directors, Committees and Auditors... 35,825.31	
By losses and claims paid... 2,750,666.10	
By retreating allowances in Australia... 54,390.39	
	\$3,480,525.16
By bonus of 20 per cent paid to contributors... 255.15	
By interim dividend of \$30 per share... 372,000.00	
By balance... 680,126.17	
	\$4,787,796.65

## WORKING ACCOUNT, 1908.

On 31st December, 1908.

To net premium... \$4,108,171.82	
To interest... 466,514.04	
	\$4,574,685.86
By agency commissions... \$ 101,372.46	
By head office, branches and agency charges... 462,251.27	
By remuneration to Directors, Committees and Auditors... 23,339.23	
By losses and claims paid... 1,521,821.35	
By balance... 2,464,901.61	
	\$4,574,685.86

## THE OPIUM DISCOVERY ON THE "PRINCESS ALICE."

CAPTAIN TECHNICALLY LIABLE AND FINED \$500.

The case in which Capt. P. Gosche, of the German mail steamer *Princess Alice*, was charged with being master of a steamer used for the importation of opium, (opium) concluded in the Singapore Police Court on the 18th inst. when Mr. de Mello, fourth magistrate, decided that the captain was technically liable under the ordinance, and that the offence would be met by a fine of \$500, with costs. It is understood that there will be no appeal.

Mr. Fort appeared for the *Opium Farm* and Mr. Perkins for the captain. His Worship, after reviewing the evidence, said that it was clear that neither the captain nor the chief officer had knowledge of the contents of the boxes on the voyage from Shanghai to Singapore. The only persons appearing to have known of the existence of the boxes on board from the very outset were the chief steward, the baggage master, and the Hoffmann. The former, with a view to doing a favour to an acquaintance of his, employed on another ship of the N.D.L., who had written to him to that effect at Hongkong, stated that, when on the tender at Woosung he heard himself being asked for a Chinaman who mentioned the name of his friend and showed him the two cases, he linked in his mind the contents of his friend's letter with the articles he saw before him, and promptly accepted them without further enquiry.

A NATURAL QUESTION.  
One's experience would hardly regard that as an improbable or an incredible proceeding on his part. Neither in his subsequent conduct nor in that of the baggage master did there appear to be any effort at secrecy, or any circumstance pointing to a knowledge on their part of the existence of opium in those boxes. The steward, on receiving them from the Chinaman, did not take steps to conceal them, as he might easily have done had he so chosen, amidst the recesses of the ship; but he handed them over to the baggage master as luggage to be landed at Singapore.

After reviewing further evidence, his Worship said that the question naturally suggested itself:—Would the baggage master, if he had any suspicion that the cases held opium, have received them back from the hotel runner? and, having thus received them back, would either he or the steward, if they knew of the illegality of their conduct, have still allowed them, or traces of them to remain within the eye of every one on board, thereby endangering themselves? The answer to both these questions seemed to be in the negative. The ordinance laid down that the presumption against the accused in such cases might be rebutted by proof of reasonable precaution. For the purpose of such proof, it seems too much to require the captain to acquaint his subordinates with the revenue and excise laws of every port at which they might touch.

As to the second question cast upon the accused by the ordinance, it could be said to have been satisfactorily discharged. Amongst the personnel of the ship, the chief steward was certainly implicated, within the meaning of the ordinance, in the importation of the chests into the Colony, though without knowledge of the substance as opium. This ignorance on the part of an employee of the ship, combined with the other mitigating circumstances referred to, tended to lessen, to some extent, the penalty which in consequence of the presumption the law imposed upon the master. He, therefore, ordered the master on the charge, and fined him \$500 and costs fifty cents, and ordered the chests seized to be confiscated.

LORD CHARLES BERESFORD'S COMPULSORY RETIREMENT.  
A representative of the *Pull Mail Gazette* who called upon Lord Charles Beresford recently in connection with his vacating the command of the Channel Fleet wrote:—  
Judging from the characteristically high spirits and cheery mood in which I found him Lord Charles Beresford views the situation calmly and with equanimity, almost, it would seem, with the air of one whom, if it were not so serious, it would be a relief to have. "What," I asked his lordship, "are you going to do?"  
"Obey my order," he replied promptly, "and hand down my flag at the time the Admiralty has ordered me to do so."  
"Have you," I further questioned, "any idea why you are asked to hand down your flag a year before the time allowed to all first class commands?"  
"I am not at liberty to say anything more than I have told you, namely, that I shall obey my orders. If you want a reply to this question, you must go to the Admiralty for it."  
"But may I ask whether you regard this early termination of your command as a dismissal?"  
"Again, however, Lord Charles declined to reply, remarking, "I can say nothing to anybody on the question. I must refer you to the Admiralty."  
"Is there no communication you can make at all?"  
"None, absolutely none. I can say nothing to the Press or to anybody else, beyond this, that it is my business to obey my orders."  
"Have you no opinions you can offer on the situation?" I asked as a last resource.  
"I have no opinions either."

Woolwich Conservatives are making strenuous efforts to induce Lord Charles Beresford to stand for Woolwich at the next election in opposition to Mr. Will Crooks, M.P.

Mr. Tom McKay, the General Passenger Agent of the San Francisco Overland Route, is again in Hongkong distributing the most seductive literature among prospective passengers. "The Overland Route to the Road of a Thousand Wonders" a brochure of about seventy quarto pages with charming colored views on every page is a beautiful specimen of the printer's art. "Through the Car Window on the Pennsylvania Railway," being a series of views depicted as seen through the window of a railway car, is another marvellous production.

## JAPAN AND THE POWERS.

MR. KATO ON THE ANGO-JAPANESE ALLIANCE.

Mr. T. Kato, the new Japanese Ambassador to London, in the course of conversation with Reuters representative said:—  
I am very glad again to have the honour of representing my country at the Court of St. James's. A diplomatic appointment here is to me most acceptable, as I like English life and as over and above all the relations existing between us are of such a cordial character. I have now spent many years at home, and I would have accepted no post abroad except that at London.

I regard the Anglo-Japanese Alliance as one of the most significant and important achievements of modern times. In its short life it has already done much, and I am convinced that in the future it will achieve much more for the aim we have in common—the peace of the world. When I was here before I did my best and contributed my humble share in bringing about the happy relations now existing. Although there was no alliance in those days, yet there existed a common respect and identical methods, and the scheme I had at that time in my mind was brought to a practical shape and triumphed and in my successor's hands. It is not only my hope but also my firm conviction that the close relationship between England and Japan will grow in intensity and continue through future ages. I trust your countrymen think so too. Our aims are identical, for both of us place first peace between the nations, and honesty and straightforwardness of purpose among Powers as between individuals in the development of our peaceful pursuits. We in Japan are unanimous in our recognition of the benefits of the alliance, and our compatriots to a man desire its continuance.

Turning to Japan's relations with other Powers, the Ambassador said:—  
It is amusing sometimes to see the ridiculous suspicions that are entertained of us in certain and happily in almost every case unimportant quarters. One day it is the Yellow peril, another day it is our desire to be predominant in the Pacific.

It seems scarcely necessary to say that no one in Japan dreams of aggression. We are not a warlike people, and when we have fought it has been because we have been compelled to do so in order to defend our own rights. But we have had enough of war, and want all our time to pursue our peaceful vocations. As to the United States, our relations are excellent and always have been so, and there is no reason why they should not remain so in the future, notwithstanding the loud talk or actions of a small and excited section. How highly we prize the statesmanlike and loyal policy of President Roosevelt in this connection it is hard to say, but speaking for my country I can assure you that no one in our land ever thought of such a mad scheme as fighting with America.

There can be no dominant power in the East, and we are not interested in our share, but not that part which washes the American continent, for there we have nothing to do. The same thing applies to Hawaii and the Philippines. We have no interests there which can clash with the United States. But we mean to be one of the dominant Pacific Powers and have our own sphere of influence in our own part of the Pacific, but not, be it remembered, to the detriment of a single Power, for we are not seeking for any exclusive privilege.

In China our friendly policy is well known. We have fought for the open door, and rest assured we shall not attempt to close it.

## THE PHILIPPINES AND FREE TRADE WITH THE STATES.

THE ASSEMBLY IN OPPOSITION.

The Manila *Cablenews* of the 23rd inst. says:—  
A hot debate was promised yesterday afternoon in the Assembly on the question of the tariff reform and free trade between the United States and the Philippine Islands. Delegate Manuel Quenzon was prepared to present a resolution instructing the Resident Commissioners in the United States to oppose the measure to the utmost of their ability, but, owing to the lateness of the hour he reserved it for to-day.

Since the presentation of the Payne bill in Congress and the arising of the question where the loss of revenue resulting from free trade will be derived from, some of the leading members of the Philippine Assembly have talked over the question with the result that it has been decided to combat the measure from both the standpoint of its economic advantage to the Philippines and to the possibility of it being a stumbling block to the ultimate independence of the country.

The attitude of the Assembly on this question in the early days of its inaugural period was the very opposite to what it is now. Instructions were given formerly to the Resident Commissioners, to advocate the passage of the needed reforms, especially those regarding the entry into the markets of the United States of Philippine tobacco and sugar as incorporated in the Payne bill.

It is understood that the part of the opposition to the Payne bill in so far as it concerns public economy will be conducted by Delegate Quenzon and that the economic part of the opposition it is believed it will be made by Delegate Chirio. Judging from the attitude of the Assembly it is believed that the opposition to the Payne Bill will be accorded by a large majority. Senator Quenzon said last night to the *Cablenews* that he and his colleagues feared that, with the duty off on American goods the revenues would fall off harmfully, and also that it was unjust to ask the Philippines to admit American goods free and limit Philippine products.

Our contemporary also publishes the following telegram from Washington dated March 23:—  
"The American rice planters of the Southern States will ask Congress to fix a limit on the importations of Philippine rice into the United States. These planters say that they have advice from rice experts, familiar with the Philippines, who hold that under favourable conditions the islands can not only produce enough rice to feed the Filipinos but also to ship vast quantities to the United States. It is not improbable that the Democratic minority in Congress, under the leadership of a hump back, may oppose the proposed limitation in the Payne Bill on Philippine sugar and tobacco. The Democrats hold that, if America is to do the Philippines justice, it must do them whole justice."

## THE PREVENTION OF SEITTING.

We extract the following paragraph from a London contemporary:—  
A more vigorous enforcement of the laws against seitting in public vehicles in London is considered by the authorities to be desirable. It would seem that more attention is at length being given to the subject, at any rate as far as it affects the tramways, for observations have been made by inspectors in plain clothes, and the names of offenders demanded, presumably with a view to proceedings being taken.

## GOVERNMENT OF BILLIARDS.

The Billiards Control Club and Union, which, as its title suggests, is seeking to govern the game of the billiards, has issued an advance copy of the rules of the game as passed by the general council of the club. At the present time the game is played by professionals under various rules, the rules adopted by the old-established Billiards Association and other rules, which can only be described as mixed.

In a copy of the rules the secretary of the club draws particular attention to the following:—  
9.—A player may not make two misses in successive innings unless he or the opponent scores after the first miss, or a double bank intervenes.

10.—When the striker's ball remains touching another ball, the red ball shall be spotted, and the non-striker's ball, if on the table, shall be placed on the centre spot; the striker shall play from the D; if the non-striker's ball is in hand, the red ball shall be spotted and the striker shall break the balls.

When the striker's ball stops so near another ball that it is doubtful whether they touch, the striker must request the referee's or the marker's opinion; if there is neither referee nor marker, he must consult the non-striker for playing.

11.—Consecutive ball-to-ball cannons are limited to 25 on the completion of this number the break shall only be continued by the intervention of a hazard or indirect cannon.

12.—For a miss the non-striker shall add one to his score; if in consequence of a miss the striker's ball goes into a pocket (generally known as running a coup, or is forced off the table, the non-striker shall add three to his score. If after contact with another ball, the striker's or any other ball is forced off the table, the non-striker shall add two points to his score.

For a foul stroke the striker cannot score, and his opponent plays from hand. His ball shall be placed on the centre spot, the red ball shall be spotted and his opponent shall play from the D. For refusing to continue the game when called upon by the referee or marker to do so, or for conduct which, in the opinion of the referee or marker, is wilfully or persistently unfair, the player shall lose the game.

20.—The duty of the referee is to decide disputes between players in accordance with these rules. He shall, on appeal, if the players cannot agree, decide whether a ball is in or out of bank. On similar appeal he shall decide whether a ball is fairly placed when about to be played from hand. He may require the striker, after having placed his ball, to defer his stroke to permit inspection. He may, moreover, be responsible for the proper conduct of the game, and must of his own initiative intervene, should he observe any breach of the rules.

In case of dispute between players, should the referee have failed to see what happened, he may take the evidence of the spectators best placed for observation and decide accordingly.

The referee shall not give advice nor express opinion on points affecting the play.

In addition to these rules the club have also drawn up the conditions which are to govern championship games. The intention is to hold a contest for the championship every year, the final game to be played by the end of April.

The players engaged in championship games will receive and divide all receipts in connection with such games, less expenses, which shall include cost of insuring the gate. The division of the surplus moneys to the players shall be as follows: The winner shall take two-thirds and the loser one-third. Any other division may be agreed upon by the players, provided the consent of the council is first obtained.

## RACE CONFLICTS IN AMERICA.

"NOT PACIFIC COAST BUT NATIONAL."

The United States, says the *San Francisco Chronicle* had no race conflicts worth mentioning so long as we had unlimited open lands and so long as immigration was entirely from Northern Europe and of a character easily assimilable. As our population began to get congested and there began the influx of ignorant pauperism with a large infusion of Asiatic blood, trouble began and it will increase from now on. The French are spoken of as a "Latin race," but in France the original stock is quite as much German as Celtic, but is mixed, especially at the South, with the Italian, which is a race of conglomerate remote ancestry. Nevertheless, we can absorb, if given time, all those who come from these parts of Europe in which the German or Italian blood predominates. But the turbulent race of Southeastern Europe are destined to make us no end of trouble. The Greeks have been a fiery and rebellious race ever since they had a history, and they transplant to this country all the vices which keep them in continual trouble at home. The recent Greek or anti-Greek riots in Omaha and Kansas City are but forerunners of what we may expect from now on.

The population of all Eastern Europe is affected with Asiatic blood, and the Western Asiatic problem of the East has in it more elements of danger than exist in the Eastern Asiatic problem on this Coast. We here have had the resolution to oppose the incoming tide before it got beyond our control. The people of the East will do well to awake to the more serious problem which confronts them. They are getting a bad name and they must get it. It is claimed that we "need the labour." There is no occasion for more labour that one can see, except to enable those in possession of the natural resources of the country to realize, on them more rapidly. Let them wait. In the Australian colonies there is coming to be a strong sentiment against immigration of any kind. A proposal to invite immigrants from the United States and Great Britain and her colonies to utilize land which has been irrigated at great cost meets strong resistance. The Australians say: "Keep it for our children. We shall grow so rapidly. Our landowners cannot sell for so high prices. But our grandchildren will be better off." There is something to be said for that view. At any rate, the people of the East are already enduring the miseries of an overpopulated country in which aliens of mixed and hostile races fight with each other for the possession of our heritage. Our immigration problems are not Pacific Coast, but national.

T MPERING WITH SIKHS.  
A sedition letter has been sent from England to India written in Gurmukhi, the language of the sacred scriptures of the Sikhs, and is being circulated among the Sikh regiments and being read by the regiments to revolt, even though success should be hopeless, declaring that "he dies who lives for self but he lives who dies for his country."

Although the agitation has obtained a strong footing among the Sikhs, thanks to the energy of the Arya Samaj, or Hindoo Reformers Society, which agrees with the Sikhs in disparaging caste distinctions, the Sikh regiments are not little tainted with the poison, the great danger of the men, hating the agitation, and feeling the Pathans across the border. Only one out of the ten battalions in which the Sikhs form the majority is said to be at all doubtful in its loyalty.

## THE KAISER AGAIN CRITICISED.

ANOTHER TELEGRAM THE CAUSE.

The Kaiser, says a Berlin telegram of the 21st ult., is being charged with another indiscretion and, incidentally, Prince Radolin, the German Ambassador in Paris, is coming in for severe criticism.

It has arisen over the publication by the *Matin* of the Kaiser's recent telegram to Prince Radolin congratulating the Prince on his successful efforts to bring about an understanding with France in Morocco. At the same time the *Matin* published a brief comment which was alleged to have been dictated by the German Ambassador.

The telegram was utilised by the *Matin* and other French journals to prove that the Kaiser always had friendly inclinations towards France, but that he had been thwarted by Prince Radolin. This has given rise to angry protests on the part of many German newspapers which support Prince Buelow. It is stated that the Kaiser sent this telegram to Prince Radolin without consulting the Imperial Chancellor, so that his action in this case amounted to a revival of those absolutist conditions which existed before the crisis of last November. It is also complained that the Kaiser attributed the credit for the Franco-German agreement in Morocco to Prince Radolin, whereas it was really due to Prince Buelow.

The Imperial Chancellor, speaking at the banquet of the Agrarian League, publicly declared that he and Mr. Cambon, the French Ambassador in Berlin, settled the terms of the agreement. This passage in Prince Buelow's speech is generally interpreted as a reply to and a criticism of the Emperor's telegram, in which Prince Radolin is praised for concluding the agreement.

Excited discussion has also taken place as to how the *Matin* obtained possession of the confidential telegram, and the Ambassador in Paris is accused by Prince Buelow's organs of having betrayed the imperial message to a French newspaper. Prince Radolin himself denies this charge in an official telegram addressed to the German Foreign Office, in which he declares he had nothing whatever to do with the publication.

The *Matin*, however, retorts by saying that Prince Radolin dictated the comments published on it to its reporter.

Amid all this perplexing confusion an important section of the German Press, namely, the critics of the Kaiser for sending such a telegram to Prince Radolin without consulting the Imperial Chancellor. The Conservative *Hannoverscher Nachrichten* declares that a telegram of this nature ought to have been submitted to Prince Buelow in order that he might accept responsibility for it or prevent its despatch. The *Rheinisch Westphalian Gazette* also criticises the Emperor and states that the personal relations between the monarch and his Chancellor are purely official, the friendly tone which existed between the two men having entirely disappeared.

The *Neueste Nachrichten* complains that there has been a revival of absolutism, accompanied by all those distasteful intrigues which were characteristic of the former absolutist regime.

## SPIRIT OF THE DANCE.

MISS MAUD ALLEN ON THE MEANING OF HER ART.

"Dancing is the spontaneous expression of the spiritual state."

Taking this for her text, Miss Maud Allen delivered a lecture recently in which she explained the art of dancing to the members of the O. P. Club.

"By dancing, I mean natural dancing," she said, "not the torturing and twisting contortions of the schools; but the movements evoked by, and which seek to give expression to the imperious commands of one's own nature."

"If the emotions are impure, the dance will be impure; if they are artificial, the dance will be artificial; and if they are noble and sweet, the dance will be noble and sweet beyond all powers of description."

Miss Allen does not hold with modern ballet dancing. "Just as some musicians have been known to swamp their art under difficulties of execution, so the modern ballet has distorted, spiritual, and disorganised dancing. It elevates and elaborates technique until natural grace is swamped—utterly swamped."

"The Greeks, in the period when dancing was at its highest and purest, danced in the open air, in the glades, in the groves; and their movements were an unconscious reflection of their surroundings."

They danced to the spring to the sunshine, to the flowers—for the invisible gods, to the unheard music of Pan and Syrinx. Not to an audience.

"What more perfect parallel could we find than that which has been drawn a thousand times between the perfect or ordained violin and the human body? The human body is—I can say it without fear of contradiction—the most beautiful of all instruments."

"It responds perfectly and instantaneously to the impulses of the soul, and by its very readiness to respond, is the more easily strained and put out of tune. It lends itself the most quickly at its worst to the basest impulses, and interprets most readily, at its best, the highest ideals."

Referring to the Spanish school of dancing, Miss Allen said:—  
"It is dreadful to think that dancing may be used to illustrate—and perhaps no art can illustrate so well—the lowest and the most brutish passions that sway humanity. Such things should not be mentioned in the same breath with natural dancing, which is primarily capable of expressing only what is healthful and beautiful."

## JAPANESE AND EASTERN CORPORATION.

A meeting of the debenture stockholders was held last month at the Institute of Chartered Accountants, to consider a reorganization scheme providing for the purchase of the corporation's undertaking and assets by the Mercantile and General Trust (Limited).

Sir T. D. Pile presided, and referred to losses which had been sustained through their relations with Buenos Ayres Midland Railway Company and the Korean Water Works Company. The board felt that the offer made to acquire their assets was in the debentureholders' interest. The alternative was to appoint a receiver and realize their assets. In a forced sale they would not realize anything like the sum which they stood at in the accounts. The adoption of the scheme would result, practically, in giving the debenture-holders an additional security of £50,000, this being the amount of the ordinary shares which the purchasing company were to subscribe.

Mr. F. H. Bromwich, the solicitor for the trustees for the debenture-holder and the representative of the parties making the offer explained the scheme. He said that his friends were of opinion that the assets, if carefully nursed over a period of years, would become of great value, whereas if realized immediately they must produce very little.

## THREATENED WITH LIFE-LONG AGONY

From Dreadful Humour on Face and Scalp—Under Medical Care for Months—Suffered for 3 Years and Despaired of Cure—Now Well.

## CALLS THE CUTICURA REMEDIES MARVELLOUS

"I suffered for two and a half, I may say three, years from terrible eruptions of the skin and scalp. My face was so broken out and my head was so bad that I could scarcely wash my face or comb my hair. I went to a doctor in Dublin for about three months. He gave me a lotion and pills, but they proved of no use whatsoever. So I came to the conclusion that I could not be cured when this doctor's remedies were no good."

"About two years and five months after trying his treatment a friend was telling me of the Cuticura Remedies. I got a supply and used them for the treatment for two months when my skin became completely free from any eruptions. I must say that only for the marvellous Cuticura Remedies could I have been in agony all my life, and I am deeply grateful to Cuticura. I also know friends who have used Cuticura. Mrs. W. Harnley, Glenageary, Dublin, writes: 'I have used Cuticura for two years and five months, and I am now free from all eruptions of the skin and scalp.'"

Send to nearest dealer for free Cuticura Book on Treatment of Skin Diseases.

## BABIES ON FIRE

With Torturing, Disfiguring Humours, Cured by Cuticura.

Eczema, rashes, itchings, irritations and chafings are instantly relieved and speedily cured, in the majority of cases, by warm baths with Cuticura and the application of Cuticura Ointment, the great Skin Cure. This great Skin Cure, which purifies and soothes the skin, cures Scalds and Burns, itchy scalp, hair and hands, for eczema, antiseptic cleansing and all purposes of the toilet, bath and nursery. Cuticura Soap and Ointment are sold everywhere. Cuticura Remedies sold throughout the world. A single set of Cuticura Remedies, consisting of Cuticura Soap and Ointment, and a small bottle of Cuticura, will cure you of all skin diseases. Write for a free trial bottle of Cuticura Soap and Ointment to J. C. Cuticura, P.O. Box 100, Lowell, Mass., U.S.A.

A long discussion followed, in which several debenture-holders criticized the scheme and complained of the way in which the original prospectus was drawn up.

Mr. Harvey Samuel, who mentioned that he was acting as the solicitor of a lady stockholder, alleged that when this corporation invited subscriptions for debenture stock it did not possess a penny of assets. He moved the appointment of a committee of investigation, which was seconded by Mr. J. M. Davis.

Mr. Davis hoped that the chairman would not press the resolution, but would agree to the appointment of a committee. The scheme seemed to suggest that the new purchasing company was one of some substance, and he thought it an unfortunate coincidence that its title, the Mercantile and General Trust, so nearly resembled that of the Mercantile and General Investment Trust, which was a company of considerable standing. The Mercantile and General Trust had, apparently, just been called into existence, with a small capital, in order to take over this company's assets.

Replying to questions, the chairman said that if the scheme went through and he was asked to join the board of the purchasing company he would entertain the offer. Eventually, with the consent of the board, a committee of five debenture-holders was appointed to consider the desirability of the proposed sale of the assets, and there not being a quorum, the meeting stood adjourned till the 12th prox., at the same time and place.

At an extraordinary general meeting of the company, held on the 12th inst., the resolutions were passed unanimously for winding up the corporation with a view to reconstruction, and approving the agreement for the sale of the assets to the Mercantile and General Trust.

## PRIMITIVE MAN.







Hong Kong, 21st March, 1967.



## SHIPPING.

**ARRIVALS.**  
 GLENORIE, British str., 2,499, W. T. Larkins,  
 25th March—Singapore 20th March.  
 General—Chinese.  
 HUPPE, British str., 1,205, Mathias, 26th Mar.,  
 Haiphong and Hoilow 24th Mar.,  
 General—Butterfield & Swire.  
 JACOB DIEDERICHSEN, German str., 365, A.  
 Hansen, 26th March—Pakhoi 24th March,  
 General—Jensen & Co.  
 KAMOR, Norwegian str., 949, Mus, 26th  
 Mar.—Haiphong 23rd March, Genout and  
 Stone—Shewan, Tones & Co.  
 TAMING, British str., 1,350, A. Sommerville,  
 26th March—Mandla 23rd March, Tobacco,  
 Hemp and Sugar—Butterfield & Swire.

**CLEARANCES.**  
 AT THE HARBOUR MASTER'S OFFICE.  
 26th March.  
 Bangkok, German str., for Bangkok.  
 Hainan, German str., for Singapore.  
 Cien Jaba, German str., for Haiphong.  
 Cien Jaba, British str., for Amoy.  
 Cien Jaba, German str., for Amoy.  
 Cien Jaba, British str., for Shanghai.  
 Cien Jaba, British str., for Shanghai.

**DEPARTURES.**  
 26th March.  
 GORREN, German str., for Shanghai.  
 HAYANG, British str., for Swatow.  
 HANOI, French str., for K. C. Wan.  
 HELLEN, German str., for Swatow.  
 PHINZ WADENAR, German str., for Singapore.  
 TAIWAN, British str., for Canton.  
 TIGWANG, Austrian str., for Singapore.  
 YONGWANG, British str., for Manila.  
 ZAFIRO, British str., for Manila.

**SHIPPING REPORTS.**  
 The British str. *Glenore* reports: From  
 Singapore to Europe light N.E. wind and  
 smooth sea, from Panama to Gap Rock heavy  
 N.E. Easterly gale and high sea.

## VESSELS IN DOCK.

March 26th.  
 ABERDEEN DOCK.—*Turkey*, *Vents*, *H.M.S.*  
*Sandpiper*, *Kiangtung*, *H.M.S. Pene*, *H.M.S.*  
*King Alfred*, *Dilly*, *Chilbar*, *Gymre*,  
 COSMOPOLITAN DOCK.—*Alcira*, *Tjibodas*.

## VESSELS ON THE BERTH

## FOR LONDON AND ANTWERP.

**THE Steamship**  
 "FLINTSHIRE,"  
 will be despatched as above on or about  
 the 26th March, 1909.  
 For Freight or Passage apply  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 24th February, 1909. [378]

## "GLEN" LINE OF STEAMERS.

## FOR LONDON AND HULL.

**THE Steamship**  
 "GLENROY"  
 Captain T. Darke, will be despatched as above  
 on MONDAY, the 29th March, 1909.  
 For Freight, apply to  
 Mcgregor Bros. & Gow,  
 Hongkong, 9th March, 1909. [444]

## FOR MANILA.

**THE Steamship**  
 "RIGEL,"  
 Captain J. Sievert, will be despatched for the  
 above Port on TUESDAY, the 30th inst.,  
 at 5 P.M.  
 For Freight or Passage, apply to  
 ARKATON V. APCAR & Co.,  
 Agents.  
 Hongkong, 25th March, 1909. [515]

**EASTERN AND AUSTRALIAN STEAM-  
 SHIP COMPANY, LIMITED.**  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at Timor, Port Darwin, and  
 Queensland Ports, and taking through  
 Cargo to Adelaide, New Zealand,  
 Tasmania, &c.)

**THE Steamship**  
 "EMPIRE,"  
 Captain Helms, will be despatched as above  
 on WEDNESDAY, 31st March, at Noon.  
 This well-known steamer is specially fitted  
 for Passengers, and has a Refrigerating Cham-  
 ber, which ensures the supply of Fresh Pro-  
 visions, ice, &c., throughout the voyage.  
 This Steamer is installed throughout with  
 the Electric Light.  
 A Stewardess and a duly qualified Surgeon  
 are carried.  
 N.B.—To assure the additional comfort of  
 passengers the Steamers of the Company have  
 electric fans fitted in staterooms.  
 For Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 10th March, 1909. [452]

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

**THE Steamship**  
 "NORMAN PRINCE,"  
 will be despatched for the above Ports on  
 WEDNESDAY, the 7th April, 1909.  
 For Freight and Passage, apply to  
 ARNHOLD, KARBURG & Co.,  
 Agents.  
 Hongkong, 15th March, 1909. [471]

## FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all  
 Ports in the United Kingdom and  
 the Continent.

**THE Steamship**  
 "GLAMORGANSHIRE,"  
 will be despatched as above on or about the  
 10th April.  
 For Freight, &c., apply to—  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 4th March, 1909. [418]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	T. Darke	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
LONDON & HULL	GLENROY	Brit. str.	—	J. D. Andrews, R.N.	McGREGOR BROS. & GOW	On 29th inst.
LONDON & ANTWERP	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 3rd April, at Noon.
LONDON & ANTWERP	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 12th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 28th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 3rd April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 22nd April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 19th May.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst., at 1 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 31st inst.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 10th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 14th April, at D'light
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 14th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 3rd May.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 7th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 14th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 7th April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 7th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 26th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 30th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 11th April, at 8 A.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 11th April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst., at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 8th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 13th April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 31st inst., at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 18th April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 8th April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 23rd April, at 10 A.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 14th May, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 3rd April, at D'light.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 31st inst., at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 3rd April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 14th April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-morrow, at Daylight.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 2nd April, at D'light.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 2nd April, P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-day, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 27th inst.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-morrow, at Daylight.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst., at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 29th inst.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst., at 8 A.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 31st inst.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 31st inst.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 1st April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 1st April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 7th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 8th April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 15th April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	Quick despatch.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 31st inst., at 8 A.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-morrow, at 9 A.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-morrow, at 10 A.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst., at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 2nd April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-morrow, at 10 A.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst., at 6 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 30th inst., at 8 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 2nd April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 3rd April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 6th April, at 3 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 9th April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 10th April, at Noon.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 1st April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 1st April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 1st April.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 29th inst., at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 1st April, at 4 P.M.
ROTTERDAM & HAMBURG	DELHI	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	Quick despatch.

## THE BANK LINE, LIMITED.

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VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	F. S. Cowley	On 8th April.
INVERIC	4,789	R. J. Howie	On 6th May.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

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Hongkong, 18th March, 1909.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday 3rd April.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG" Capt. F. V. BINZER	Wed. day, 7th April, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FORMES	About Wed. day, 7th April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 23rd April, at 10 A.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMRILL	Beginning of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
 MELOCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th March, 1909.

CANADIAN PACIFIC RAILWAY CO'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at  
 Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,  
 Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of  
 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER,  
 SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPRESS OF JAPAN" Sun., 11th April.  
 "EMPRESS OF CHINA" Sun., 2nd May.  
 "MONTAGLE" Tuesday, 11th May.  
 "EMPRESS OF INDIA" Sun., 23rd May.  
 "EMPRESS OF JAPAN" Sun., 13th June.  
 From St. John or Quebec: "EMPRESS OF IRELAND" Fri., 7th May.  
 "ALLAN LINER" Friday, 28th May.  
 "EMPRESS OF BRITAIN" Fri., 18th June.  
 "ALLAN LINER" Friday, 9th July.

"Empress"  
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 Steamships leave HONGKONG at 6 A.M.  
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 The Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,  
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 Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to  
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 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate on Steamers ..... \$43 ..... \$45.  
 and 1st Class Railway .....  
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 crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates  
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 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members  
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 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
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 VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	About 29th March.
MARSEILLES VIA PORTS	"NERA" Capt. Martin	On 30th March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 12th April, P.M.
MARSEILLES VIA PORTS	"CALEDONIE" Capt. Brune	On 13th April, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,  
 Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
 Through Tickets to London via Paris, from £27 10s. up to £71 10s. 20 hours Railway  
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For further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,  
 Queen's Building.

Hongkong, 24th March, 1909.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
 AUSTRALIA, INDIA, ADEN, EGYPT,  
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 PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PESKID, GULF, CONTINENTAL,  
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"  
 Captain J. D. Andrews, R.N., carrying His  
 Majesty's Mails, will be despatched from this  
 for Bombay, &c., on SATURDAY, the  
 3rd April, at Noon, taking passengers  
 and cargo for the above ports in connection  
 with the Company's s.s. "MALWA," 11,000  
 tons, from Colombo, passengers' accommodation  
 in which vessel is secured before departure  
 from Hongkong.  
 Silk and Valuables, all cargo for France and  
 Tea for London (under arrangement) will be  
 transhipped at Colombo into the mail steamer  
 proceeding direct to Marseilles and London,  
 other cargo for London, &c., will be conveyed  
 from Bombay by the R.M.S. "MOREA" due  
 in London on the 14th May, 1909.

Parcels will be received at this Office until  
 4 P.M. the day before sailing. The contents  
 and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.

Hongkong, 22nd March, 1909. [1]

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

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FOR BOSTON AND NEW YORK.

S.S. "DACRE CASTLE" About 20th Apr.











## A CELEBRATED BEAUTY



## Head Pains, Gout, Lassitude—

Readers see for themselves that those in a position to pick and choose—whether they are Royal Personages, popular celebrities, experienced doctors, nurses, athletes, &c.—without exception *unhesitatingly select* Phosferine as the one certain remedy for all nervous disorders. All these distinguished people positively attribute their increased energy, efficiency, or prowess, to the revitalising potency of Phosferine, and their opinion is again confirmed by the celebrated beauty, Mrs. Una de Louth, who finds the wonderful tonic imparts such a delightful feeling of youthful vigour, that she can retain her good looks without the least trouble. Mrs. Una de Louth is deeply grateful for the inestimable service Phosferine rendered her in completely curing gouty head pains, and so effectually dispelling the nervous depression and lassitude which endangered her exceptional beauty, that she has kindly permitted us to publish her happy experience of Phosferine for the benefit of other readers.

## Quite driven away.

Mrs. Una de Louth (the beautiful and talented Society reciter, and daughter of a late well known Member of Parliament), writes:—"I have great pleasure in stating that your Phosferine has done more for me than all the doctors, for long standing and severe gouty pains in my head. Indeed, I have had instantaneous relief taking only a few drops of your wonderful world-famed remedy and I would never be without it in the house again on any consideration—I treasure it among my household gods. I always find Phosferine helps me and invigorates my system to a wonderful extent, and before acting or reciting have never known it to fail. It is in my opinion a tonic that has marvellous and lasting effect, and all who have tried it agree with me that I do not over-rate it in the least."—8, Lansdowne Square, Hove, Sussex.—November, 2, 1908.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Nervous Debility  
Lassitude  
Indigestion  
SleeplessnessNeuralgia  
Miserable Weakness  
Premature Decay  
Mental ExhaustionLassitude  
Neuralgia  
Faintness  
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Rheumatism  
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Malaria

and all disorders consequent upon a reduced state of the nervous system.



The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family  
H.M. the Empress of Russia  
H.M. the King of GreeceH.M. the Queen of Romania  
H.M. the Dowager Empress of Russia  
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Proprietors: Ash & Sons, Ltd., 10, Ball's Square, Ludgate Hill, London, England.  
Price in Great Britain, bottles, 1/6, 2/6 and 4/6. Sold by all Chemists, Stores, &c.  
The 2/6 size contains nearly four times the 1/6 size.

By Appointment to H.M. the King.

## BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young men, children and the aged, invaluable in hot climates.

NOTE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.  
(2) A METAL SEAL advertising COLETTAS.CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALDECK, MACGREGOR &amp; Co., Hong Kong.

## THE BEGINNING OF GOLF.

SOME HINTS FOR EAGER ASPIRANT.

[BY C. A. L. PAYNE.]

Sooner or later there comes a time in the life of the ordinary Englishman, whether it be in the incipient stages of manhood, the last freshness of middle age, or the pathetic cognisance of approaching decrepitude, when golf claims its modicum of attention.

Golf is sometimes called an "old man's" game. So it is in the sense that old men are able to potter round a links playing at golf, enjoying themselves, no doubt, almost as much as the most youthful enthusiast, but it were folly to imagine that their skill could ever hope to match that of the young man in possibilities. Golf in ninety-nine cases out of a hundred must be started early in life if one's handicap is to get below or even down to the scratch mark.

This being the case, the question of starting naturally arises. The methods must, of course, be adapted to one's private means. The man whose purse is well lined is at a great advantage in that he is enabled to obtain the best professional coaching, such as that given by the Chelsea School on the Embankment, already referred to in the "Express"—an ideal beginning. However, as this is beyond the reach of the great majority, and it is to these that I would venture to make a few suggestions, first-class coaching may be left out of consideration.

## THE CLUBS.

Now, the average man about to take up the game has not the least conception of what he wants in the nature of clubs, or whether a particular club he may handle is likely to suit him or not. He judges a golf-club by its resemblance in balance or "feel" to a cricket-bat, tennis racket, hockey-stick, or anything else with which he may be acquainted in former recreations. Thus he is very liable to purchase clubs which may prove a real hindrance to him in the improvement of his game.

He will be well advised to enlist the services of some guiding friend—the more capable the performer the better—to go to some good professional's shop, and there, with their combined assistance, purchase six clubs—a driver, cleek, iron, mashie, niblick, and putter. He is not, however, now ready to go and cut divots with the best of them.

A tedious apprenticeship must be served with each club separately, for it is essential to know the strength of each and the kind of shot for which each is individually adapted. The great idea with the novice is to hit the ball as far as he can, for "length" exercises weigh in the superable fascination with him. It is gratifying to see that illusive and treacherous ball fly a long way. To gratify this ambition he will probably grasp the handle of the club firmly in the palms of both hands, swing back as far as possible without overbalancing altogether, and hit at the ball with all the strength with which nature has endowed him. The result of this prodigious effort is appallingly negative, and in course of time our friend will sober down and realise that physical power plays quite an insignificant part in the realisation of his dream.

Then, perhaps, he will begin to wonder how weaker brethren got such a long way down the course and with such little apparent effort.

## IN THE PINNERS.

He studies how they hold the club, and finds that instead of holding the club in the palms of the hands the grip is in the fingers. They do not swing back so far or so quickly as he does, and instead of being "all over the place," carry the club back evenly and sweep rather than hit the ball in the intended direction. Then, again, if he discerns aright, he will find that, instead of the right wrist being underneath for full shots as he is, the arms have come through to their fullest extent, and the right wrist is turned over.

The compact swing, the wrist-work at the right moment, and the follow-through, must therefore be accounted for this length and straightness, and, as his natural instincts seem at fault, the self-gift beginner now begins to copy the methods of his superiors, and hope is born with the encouraging results.

A great deal may, of course, be learned by an intelligent study of the methods of the best players.

It may be urged with justice by numerous aspirants that they have no time for watching great players, and that their spare leisure is confined to the brief limits of a Saturday afternoon game, or, perhaps, a Sunday's recreation. Now, then, many improvements be effected falling such opportunities as the above?

Granted that the beginner has got a set of clubs, and that he is acquainted with the first and greatest maxim of all, "Keep your eye on the ball," a good deal may be done by purchasing a "book" on the game and practising in front of a looking-glass. The illustrations will afford an excellent model, and give a good idea as to the correct positions to ensure satisfactory results. It is as well to master theory of stroke if the practice is not forthcoming and although it is true that theory alone will not take one far, yet subsequent practice should be made easier and the chances of failure more intelligible.

## THE GRIP.

The question of the grip is, of course, the first to be considered. It is necessary, as I have said, that the handle of the club should be held in the fingers rather than the palms of the hands. The control of the club-head is rendered much more easy, and this is essential to accurate timing. It would seem, to judge by nearly every eminent professional of the present day, that of all grips, the "overlapping" is the most effective—that is to say, with the little finger of the right the left hand resting on the first finger of the left, thumb being down the shaft. The first finger of the right hand, aided by the others in diminishing extent, forms the main grip of that hand. The main idea is to get the hands as close together as possible, thus making the wrists work together in the most uniform and even manner.

If anything the club should be held a little more tightly in the left hand than in the right when the ordinary "double V" grip is used. On the adoption of the overlapping variety no such precaution need be used, for only three of the fingers of the right hand hold the club as against four of the left.

Having got the club comfortably settled in the fingers, the next consideration is the "stance." The general practice among modern golfers is to stand rather open—that is, to say, with the toe of the left foot three or four inches behind an imaginary parallel drawn from the toe of the right foot with the intended line of flight. The old theory was that the left foot should be somewhat advanced, modern cracks are practically agreed upon the efficacy of the slightly open "stance."

It is essential, however, that the would-be golfer should feel perfectly comfortable, and above all, steady. The weight of the body should rest more upon the right foot, if anything, at the beginning of the swing than upon the left. At the end of the swing the weight is thrown more forward on to the left foot, but not so much as to affect the general stability and balance. One should be able to get back to the original position with perfect ease, and be ready to drive off an indefinite number of balls

without ever changing the first position of the feet on the lie of the first ball.

A common fault which may often account for defective balance is to get on to the left toe at the completion of the backward swing. The foot should never be raised so much from the ground as this. If one watches good players, one will at once notice that the side, not merely the toe, is on the ground at this point, and that the whole movement is steadier, and the results correspondingly more uniform.

## IRON CLUBS.

The reason why the professional continually more than holds his own in the championship is that he has a more perfect mastery over his iron clubs. There is practically "nothing in it" off the tee, but through the green the superiority makes itself manifest. Therefore, one naturally concludes that driving is the easiest part of the game to bring to a high pitch of excellence. Putting it may be urged, is easier still but it is a separate department, and entirely alien to the main characteristics of the play up to the hole. Any one, given a good eye and plenty of confidence, can learn to put well, and it is not, therefore, to putting that the beginner should turn his immediate attention. Iron play is the secret to be acquired.

To become expert with the iron is, however, outside the compass of the beginner, and should not be attempted until the club becomes more and more a part of his own mechanism. One cannot master the niceties of the game at the beginning for half-shots, slicing and pulling voluntarily, using the wind, and such like, can only be attacked after the rudiments of ordinary straightforward play have been well grounded into the golfing system.

## BACK FROM THE LAND.

As the bell changed and the train lumbered into the little country station, the tweed-clad youth, standing with woe-begone countenance by a pile of luggage, beckoned to the solitary porter and settled into the corner of a first-class smoking carriage.

"Right for Plymouth?" he inquired in sepulchral tones of the guard.

"Right, sir," chimed Mr. Bristol. And the next minute the station was gliding past the windows and Christmas leave was a thing of the past.

A litter of magazines lay neglected on the seat, and the solitary occupant of the carriage sat watching the landscape with narrowed, reflective eyes. Presently he sighed, lit a cigarette, and hummed a little time: it apparently recalled tender memories, for the young man's face wore a smile that was slightly fatuous.

The corner of a red-white-and-blue muffler protruded from one of his overcoat pockets, and had you been versed in these matters, you would have known him for a naval officer returning to sea duty after a fortnight's enjoyment of the "blessings of the land." And you might have further observed that the glamour of home—an Elysium where one lay in bed until a scandalous hour in the morning, a life of limitless shooting, dances, and unaccustomed feminine society—still possessed his soul.

His thoughts strayed to the corner of a certain form-screened conservatory, while the jolt of the train hammered out the refrain of a waltz with aggravating persistence. The gun-case on the rack opposite caught his eye, and a vision followed of grey, mist-swept moor, where the curlew sent its plaint shrilling across the heath, and of the little puff of smoke as the empty cartridge snapped from the extractor.

At Bristol, where he changed, the sight of a noisy crowd of blue-jackets trooping out of the refreshment room connected up something in his mind that had been lying idle and out of gear. A broad-shouldered youth, wheeling a motor-bicycle, threaded his way towards him with a grin of recognition. The two greeted each other with the peculiar sidelong jerk of the head that naval men exchange on meeting.

"Hallo! Good leave?"

"Rather! Top-hole."

"Plymouth Express!" bawled the porters, and at the words the home-life of the past two weeks suddenly became a wondrously unreal affair, remote and evanescent. The express thundered in, and a crowd of liberty-men poured out on to the platform in search of refreshment.

In one of the first-class carriages, half-a-dozen shipmates greeted him, and as he took his seat and the train began to move, he slid unconsciously into the clipped naval idiom in expression of his thoughts. They were chilly, alive, clean-shaven, cheery youths. The out of a common twister, whose credit went further than did his outer ingenuity. And as Plymouth drew near, the spell that the Service lays on her children closed its tolls round them, and their conversation dealt, not with events of the past leave, but with ship-life and matters pertaining thereto.

From an adjacent third-class carriage floated the strains of an accordion and the popping of cork.

"Good-bye, little girl, good-bye,"

"Bye-bye, little girl, bye-bye."

The occasion, to the blue-jacket mind, called for bottled beer and sentimental song, and as the Cockney voices rose above the rattle of the train, the stout youth in the corner laid down his paper. "This time yesterday—" he began, reminiscently.

"Oh, dry up, Polge!" interrupted his fellow, and the stout one resumed his perusal of the paper with a slightly injured expression.

"La reine est morte, vive la reine!"

Two heavily-laden cabs passed the frowning gates of the dockyard, clattered over the uneven cobbles, and pulled up at the landing steps, where a picket-boat was lying, her lights gleaming on the wet cobbles of the crew. A thin drizzle was falling, and from the ships anchored in the stream, massive looming shapes in the darkness, came the thin notes of the officers' dressing bells.

"He bent pushed off and ran swiftly alongside one of the battleships. The light shining through the scuttles looked comforting after the long journey, and promised dinner and the after-jobs of pipe, padded armchair, and untrammelled masculine conversation.

The officer of the watch nodded to the new comers over the collar of his streaming mackintosh: "Hall! Back again!"

"Yes," said the foremost, "back again."

He raised his head and gave a deep sniff of satisfaction. The smell of hemp and paint of scrubbed woodwork and humanity, that pervades a man-of-war, was unlike any other smell in the world; and caught, his nostrils, welcoming him back to the life he understood—in which the snarls, hark in the corners of dimly-lit conservatories, the adulation of sisters, and the reverence of younger brothers assuredly can have no part. By "Bartimios" in the Pall Mall Gazette.

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